Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently amended) A motor vehicle door lock (3) provided for connection to a vehicle door,

in which the motor vehicle door lock (3) comprises a carrier plate (4) whereon the locking pieces (2, 21, 22) are mounted, and a lock housing (32) which at least partially surrounds the locking pieces (2, 21, 22) comprising the carrier plate (4),

comprising:

a counter piece (34) formed **by a vertically extending cone-shaped dome (35)** from the side (36) of the lock housing (32), which is opposite to the carrier plate (4), said counter piece (34) being provided in such a way that it co-operates with a connection element (7) in the vehicle door (8) by means of a through opening (43) in the carrier plate (4),[[.]]

wherein on the carrier plate (4) and on the side (42) facing the lock housing (32), a dome/cone seat (44) is formed around the through opening (43) for co-operation with the conical dome (35), said seat containing a funnel-shaped opening (45) for accommodating the cone-shaped dome (35),

and wherein the dome/cone seat (44) is produced by plastic extrusion coating (54) applied using the Outsert method to cause said through opening (43) to anchor and precisely position the dome/cone seat (44).

2 - 4. (Canceled)

5. (Previously presented) The motor vehicle door lock according to claim 1,

wherein inside the connection counter piece (34) a bearing (37) for the thread (72) of a bolt (71) extending through the through opening (43) is provided.

6. (Currently amended) The motor vehicle door lock according to claim 1, wherein the carrier plate (4) is formed from a shape-retaining ~~material, in particular~~ metal.

7. (Currently amended) The motor vehicle door lock according to claim 1, wherein **a frame box (31) of the motor vehicle door lock (3) is arranged to function as** the carrier plate (4)~~is formed by a frame box (31) of a motor vehicle door lock (3)~~.

8. (Previously presented) The motor vehicle door lock according to claim 1, wherein the locking pieces (2) are a catch (21) and/or a pawl (22) of the motor vehicle door lock (3).

9. (Currently amended) The motor vehicle door lock according to claim 1, wherein **an** [[the]] external edge[[s]] (46) and/or edges of openings or **cut out areas in** ~~cut-outs of~~ the carrier plate (4) are at least partially enclosed by a plastic extrusion coating (55) covering the edges (46), with the plastic extrusion coating having~~, in particular,~~ been applied using the Outsert method.

10. (Currently amended) The motor vehicle door lock according to claim 1, **wherein** a plastic extrusion coating (52) layer, ~~in particular~~ using the Outsert method, is applied at least partially between the locking pieces (2, 21, 22) and the carrier plate (4) and/or the frame box (31) of the motor vehicle door lock (3) and/or the lock housing, where the frame box (31) **is arranged to function as** ~~forms~~ the carrier plate (4).

11. (Previously presented) The motor vehicle door lock according to claim 1, wherein a plastic extrusion coating (5, 51, 52, 53, 54, 55) on the carrier plate (4) is produced in a single production step, using the Outsert method.

12. (Previously presented) The motor vehicle door lock according to claim 1, wherein a transportation fixing (9) vertically extending from the carrier plate (4) is provided for connecting the lock housing (32) to the carrier plate (4) and in which the

transportation fixing (9) contains at least one snap-in projection (91) for engaging with an edge (38) or a form in the lock housing (32).

13. (Currently amended) The motor vehicle door lock according to claim 1, wherein the lock housing (32) and/or a vertically extending cone-shaped dome (35) forming the counter piece (34) and/or **a**[[the]] transportation fixing (9) are produced from ~~plastic, in particular~~ a technical plastic and/or fiberglass or carbon fiber-reinforced plastic.

14. (Currently amended) The motor vehicle door lock according to claim 3, wherein a noise-reducing layer (56) is provided between the vehicle door (8) and the motor vehicle door lock (3), with the noise-reducing layer being applied by plastic extrusion coating using~~, in particular,~~ the Outsert method and in which the noise-reducing layer consists~~, in particular,~~ of a plastic extrusion coating (56, 55) of the dome/cone seat (44) and/or a transportation fixing (9); for connecting the lock housing (32) to the carrier plate (4), and/or a plastic extrusion coating (55) covering and at least partially enclosing **an**[[the]] external edge[[s]] (46) and/or edges of openings or **cut out areas in** ~~cut-outs of~~ the carrier plate (4).

15. (New) A method of connecting a motor vehicle door lock (3) to a vehicle door, in which the motor vehicle door lock (3) comprises a carrier plate (4) whereon the locking pieces (2, 21, 22) are mounted, and a lock housing (32) which at least partially surrounds the locking pieces (2, 21, 22) comprising the carrier plate (4),
comprising:

producing a counter piece (34) formed by a vertically extending cone-shaped dome (35) from the side (36) of the lock housing (32), which is opposite to the carrier plate (4), said counter piece (34) being provided in such a way that it co-operates with a connection element (7) in the vehicle door (8) by means of a through opening (43) in the carrier plate (4); and

producing in a single production step by a plastic extrusion coating (54) applied using the Outsert method to cause said through opening (43) to anchor and precisely

position the dome/cone seat (44) around the through opening (43) on the carrier plate (4) and on the side (42) facing the lock housing, said done/cone seat being formed around the through opening (43) for co-operation with the conical dome (35) and containing a funnel-shaped opening (45) for accommodating the cone-shaped dome (35).

16. (New) The method of claim 15 further comprising applying in a single production step using the Outsert method a plastic extrusion coating (55) enclosing at least partially an external edge (46) and/or edges of openings or cut out areas in the carrier plate (4).

17. (New) The method of claim 15 further comprising applying in a single production step using the Outsert method a plastic extrusion coating (52) layer at least partially between the locking pieces (2, 21, 22) and the carrier plate (4) and/or the frame box (31) of the motor vehicle door lock (3) and/or the lock housing, where the frame box (31) comprises the carrier plate (4).

18. (New) The method of claim 15 further comprising applying in a single production step using the Outsert method, a plastic extrusion coating as a noise-reducing layer (56) between the vehicle door (8) and the motor vehicle door lock (3), in which the noise-reducing layer consists of a plastic extrusion coating (56, 55) of the dome/cone seat (44) and/or a transportation fixing (9); for connecting the lock housing (32) to the carrier plate (4), and/or a plastic extrusion coating (55) covering and at least partially enclosing an external edge (46) and/or edges of openings or cut-out areas in the carrier plate (4).